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No. 11,063 號三十六千一萬一號 日六月初六十九日光
ESTABLISHED 1857.
HONG KONG, TUESDAY, 16th JULY, 1893, 130s. 二年
第八十期 七萬港元 [PRICE \$2.50 PER MONTH]

Hong Kong Daily Press.

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NEW ADVERTISEMENT.

PUBLIC AUCTION.

THE Undersigned has received instructions
from Messrs. GILMAN & CO.
LORD'S AGENTS,
to Sell by
PUBLIC AUCTION,
ON
MONDAY, the 24th JULY, 1893,
at NEON,
at their WANCHAI Goldsmiths,
for account of the concerned,
C & S. 51/00 50 Cents OPIUM,
all more or less damaged by sea water,
salved from the steamer NEON.

Orders for extra copies of the "Daily Press" should
be sent before 11 a.m. on the day of publication.

After that hour the supply is limited.

Telegraphic Address Press.

P. O. Box 20 Telephone No. 12.

NEW ADVERTISEMENTS.

IN THE SUPREME COURT OF HONG KONG.

ORIGINAL JURISDICTION.

IN THE MATTER OF THE YANGTSE
INSURANCE ASSOCIATION,
LIMITED AND REDUCED,
AND

IN THE MATTER OF THE COMPANIES
ORDINANCES 1857 AND 1858.

NOTICE is hereby given that by an Order
made by the Honorable the Chief Justice
of Hong Kong on the 19th day of July, 1893, in
the above mentioned matter it was ordered that
the Persons whose Debts or Claims were still
unsettled as mentioned in the E-Statute's Certi-
ficates dated the 13th June, 1893, and the Peti-
tions to be liberty to apply to the Judge in
Chambers concerning the application of the said
sum as they may be.

That the said Resolution passed at an Extra-
ordinary General Meeting of the aforesaid
Association held on the 22nd February, 1892, and confirmed at another Extraordinary General
Meeting of the said Association on the 19th
March, 1893, and which Resolutions were in the
words following, i.e., "That in regard to such
sums in the said Certificates upon which
the said Company has been paid up Capital to
paid off to the extent of \$40 per share upon
the footing that the amount returned or any
part thereof may be called up again" "And
that the sum of \$20,000, being the equivalent
of \$40 per share on \$500 shares, be placed to
the credit of a fund called the Return of Capital
Account" and that the sum of \$20,000 be
scour as a provision and that the balance of \$20
be paid off to the extent of a sum or date or dates to
be fixed by the Board of Directors and either
in one sum or by instalments at the discretion
of the Board of Directors."

And it was ordered that the said Association
from and after the 13th September, 1893, be at
liberty to discontinue the addition to its name
of the words "and Reduced".

That the said Resolution also given that in pur-
suing the objects of the said Order, the said Order has
been produced to the Registrar of Companies, and a copy thereof has been delivered to him
together with a minute approved by the said
Judge in the words and figures following, namely,

"The Capital of the Yangtse Insurance
Association, Limited, is \$600,000
divided into 6,000 Shares of \$100 each,
at the time of the registration thereof \$648
Shares only have been issued and allotted and
upon each of which the sum of \$100 has been
paid and is deemed to be paid up but in respect
of each of the said shares the Company is
empowered to pay off or return \$10 upon
the footing that the amount returned or any
part thereof may be called up again".

That the sum of the said shares, i.e., 648 shares,
are at present unissued and nothing is to be
deemed paid up thereon". And such Order
and Minute have been duly registered by the
Registrar of Joint Stock Companies.

Dated this 17th day of July, 1893.

VICTOR H. DEACON,
Secretary for the said Association.

1604

INTIMATIONS.

NEW YORK LIFE INSURANCE COMPANY.

FUND.....\$28,292,000
NEW BUSINESS FOR 1893 EXCEEDS \$3,521,300
SURPLUS UNDIVIDED.....\$2,337,333

Life Policy on European Lives and Illustrations
showing results of Routine Policies and
terms of Insurance.

HENRY DALEYMPLE & CO., Agents in
ABN HOLD KARBERG & CO., Hong Kong,
Hong Kong, 22nd March, 1893.

1208

GOVERNMENT OF NORTH BORNEO.

TENDERS are invited for maintaining re-
regular STEAM COMMUNICATION

for 12 months from LIGA SEPILOK, 1893, be-
tween LIGA SEPILOK and SANTAKAN, calling both
at the intermediate ports of KUALA PAHANG, KIMANIS, GANA, ABAL, KUDAT, BAN-
GARU, and PATTAN. Minimum speed, 7 knots.
Cargo capacity 80 tons. Accommodation for 2
European and 20 Native Passengers. Maximum
draught 7 feet.

For further particulars apply to

HENRY DALEYMPLE & CO., Agents.

Hong Kong, 23rd June, 1893.

1142

J. W. KEW & CO.'S STEAM WATER BOATS.

PURE FRESH WATER.

THE attention of Shipowners, Agents, and
Captains is called to the superior quality
of TYKAM FLY-FRESH WATER offered by
J. W. KEW & CO., Agents to the admiralty and
to the shipping trade to supply their Water in
one-fourth the time occupied by the old fashion-
ed and obsolete hand pumps.

No impeding the loading or discharging of
Carvoe.

Quickest despatch with lowest possible rates.

J. W. KEW & CO.,
of CANTON & CO., LTD.
Hong Kong, 18th June, 1893.

1146

CUTLER, PALMER & CO.

Shippers to CHINA for over half a Century.

Established in EUROPE in 1815.

This ancient House consign to us
the well-known.

4 STARS COGNAC,
superb quality.

Price \$17.50 per 1 dozen bottles.

1/3 STARS COGNAC,
about 3 years old.

Price \$18. 5 per 1 dozen bottles.

THE 2 STARS COGNAC,
equal to Hennessy's.

Price \$14.75 per 1 dozen bottles.

"FALL MALL" WHISKY,
very old and high class. Each-bottle bears
an artist's cartouche. The Whisky is
simply great.

Price \$17.50 per 1 dozen bottles.

HEART BOTTLE SCOTCH
WHISKY,
moderate in price, equal in quality, a great
favorite.

Price \$12.75 per 1 dozen bottles.

A. BRODIE & CO.'S SCOTCH
WHISKY,
in Dumb Bottles,
Price, \$11.00 per dozen.

INVALIDS' PORT,
Analysed and Certified by Professor Cassell
Price \$17.50 per 1 dozen bottles.

DOURO PORT,
Exceptionally good value,
Price \$10.50 per dozen bottles.

S H E R R I E S ,
A M O R O S O ,
Price \$19.00 per 1 dozen bottles.

LA TORRE,
Price \$14.50 per 1 dozen bottles.

Pure and natural wine, a tonic.

WHITE SEAL SHERRY—Popular as
dry, sweet, and of good flavor.

Price \$17.50 per 1 dozen bottles.

LIQUEUR.
BENEDICTINE, D.O.M.,
Price \$32.50 per 1 dozen bottles.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,
Established London and Bordeaux in 1815

Shippers over half a century.

Apply to G. C. ANDERSON, M.A.,
JARDINE, MATHERSON & CO.,
General Managers.

Hong Kong, 13th July, 1893.

1172

NOTICE.

HONGKONG ICE COMPANY, LIMITED.

IN accordance with the provisions of No. 104
of the Article of Association, the General of
Managers have this Day declared an INTERIM
DIVIDEND for the half year ended 30th June,
1893, of Eight per cent. upon the paid up
Capital.

DIVIDEND WARRANTS payable at the
HONGKONG and SHANGHAI BANK will be
issued to Shareholders on FRIDAY, the 28th

of JULY.

The TRANSFER BOOKS of the Company
will be OPENED from the 20th to 25th inst.,
both days inclusive.

JARDINE, MATHERSON & CO.,
General Managers.

Hong Kong, 13th July, 1893.

1173

NOTICE.

W. ROBINSON & CO.

THE PIANO, ORGAN, AND MUSIC WAREHOUSE.

JUST RECEIVED A LARGE NUMBER OF
NEW AND POPULAR SONGS,

including the whole of CHEVALLIER'S FAMOUS SONGS;

also AUTO-HARPS, VILAINS, BANJOS, GUITARS,

MANDOLINS, &c., STRINGS and FITTINGS.

Some First Class PIANOS a little used or stock worn CHEAP for CASH, for HIRE or
MONTHLY PAYMENTS.

Send for Illustrated Catalogues and Lists.

Hong Kong, 11th July, 1893.

11513

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Send for Illustrated Catalogues and Lists.

Hong Kong, 11th July, 1893.

11513

NOTICE.

W. POWELL & CO.

HAVE RECEIVED

SOME EXCEPTIONALLY PRETTY,
WASHING MORNING WRAPPERS

by the last English Mail.

W. POWELL & CO.

HONG KONG, TUESDAY, 16th JULY, 1893.

11513

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W. POWELL & CO.

HONG KONG, TUESDAY, 16th JULY, 1893.

11513

column, and the *Campardon*. Rear-Admiral A. H. Starkweather, flagship, leading the right-hand column. The signal was given for the gunnery to commence practice, familiarly known as "Bingo," as the signal evolution.

The vessels of the port ordnance put themselves a-stern, the vessels of the starboard column helm a-stern, together, and visual signaling places with her, after which the double-column order is resumed. In doing so the *Victoria* made a sharp turn to the right, and the *Campardon* turned hard to the left, an equally sharp turn to the left, passing each other on the starboard side with a distance between the columns of only four cubits' length, 2,400 feet. Probably the *Victoria* swerved around promptly, but the *Campardon*, which has a reputation of being an erratic steamer, failed to do so, and, quickly and suddenly, turned hard to the left, striking the port side of the ship, which separated the two forward compartments from the next two, thus filling both compartments.

Forward there was a turret and barbette bearing twelve-inch armour and two 110-ton guns with many tons of ammunition, while there were no corresponding weights aft. The weight of the armament, therefore, was all on the starboard side, and, as the ship turned, the weight of the water on the right-hand side gave the ship a heavy list to the starboard and caused her to career clear over, and turn turtle, as the sailors say, going down bottom up.

Commenting on the effect of the guns, in London, the speaker said that no big gun had been hoisted at half mast because the gun had not yet been put into the gun carriage of the director. They are brought down to a maximum of 45°, and the gun carriage is at the bottom of the director. The gun is a naval mount, not only in the loss of ships and men, but also in the loss of Vice-Admiral Tryon, probably the most able flag officer in the British navy. They could have better spared two or three ships than such an admiral. The *Victoria* was the best ship in the long boat race, the Mediterranean, won by within the ranks of Suez and Egypt, and, for the coming navy maneuvers there has been no intention of bringing these ships out of the Mediterranean. Indeed, the new first-class battle ship *Hood*, just put in commission, sailed last night to review Vice-Admiral Tryon's fleet. The injured *Campardon* had a distance of 1,600 miles to go, and it is not likely to reach that in four or five days.

The first news of the disaster was conveyed in a telegram addressed to the First Lord of the Admiralty, which arrived in London at 4:30 a.m. The officials in charge were, of course, anxious of the awful importance of the news the message explained. They took the news seriously, and did not send it to the First Lord's residence until the news of the accident was nearly 12 o'clock before the news was officially known at the Admiralty, and it was high noon before the news agencies and newspaper offices received the first hint of that story. The afternoon papers were apparently paralyzed at the magnitude of that the greatest naval disaster of the last quarter of a century. Not a single paper could be found in London as might easily have been secured in the cities.

On the streets to-night the week is naturally the sole topic of conversation. The regret expressed at Tryon's loss shows the universality in which that officer was held. Meanwhile the feverish anxiety for further details not likely to be immediately gratified, for the Admiralty do not yet know the precise cause of the accident, and the public immediately the chances are given that a really definite account of the disaster, save the names of those lost, will be received till the *Campardon* reaches Malta.

The new scheme provides that the revenue to be raised by the proposed establishment of the Irish Parliament would be one-third of the tax imposed upon Ireland by the imperial Parliament expressly for war or special contributions.

At the close of the six years' contribution the whole arrangement would be revised. It would be provided that Ireland should collect and manage her own taxation with the exception of the customs and excise duties.

John Radford (Farnsfield), member for Waterford City, gave notice that he would oppose the clause preventing the Irish Parliament from collecting or regulating the existing taxation as unjust and humiliating to Ireland.

LONDON, 23rd June.

The new financial proposals in connection with the proposed establishment of the Irish Parliament were issued to-day. The original clauses are: "Tenth, relating to the revenue of gross taxes, Ireland, including the hereditary crown revenues, and a certain amount of customs and excise duties collected in England on articles consumed in Ireland.

ST. PETERSBURG, 24th June.

The following telegrams are from the *Engrossed Gazette*:

THE LOSS OF THE "VICTORIA". LONDON, 30th June.

Canaria has given 100,000 pounds to the Victoria Relief Fund, which has reached the sum of twenty thousand pounds.

The survivors of the *Victoria* have arrived at Malta, where they received an immense popular ovation on landing.

CHINA AND RUSSIA.

ST. PETERSBURG, 24th June.

The Russian Government deems that negotiations with Germany regarding the customs tariff have been broken off, and in the meanwhile the maximum tariff has not been enforced.

THE OPIUM QUESTION.

LONDON, 30th June.

A long debate took place in the House of Commons last night on a motion brought forward by Mr. Webb on the opium question.

Mr. Gladstone admitted they had not yet reached their goal on the pith of duty, but it was essential to see that the path was practical so as to see that what would be mechinshand and discreditable.

Mr. House moved an amendment to appoint a Royal Commission to consider, first, the question of prohibition, including the native States and whether the opium in the present instance, and whether the opium in the present instance, was or was not practicable and, finally, the effects of opium consumption upon the health of the people regarding the use of opium and their willingness to bear the cost of prohibitory measures.

The amendment, on a division, was adopted by 184 votes.

THE CUBAN QUESTION.

LOM, 30th June.

Mr. Bowen Forwood, the well-known shipowner, who was formerly secretary to the Admiralty, said that without doubt the *Campardon*'s main gun, which had been fired, had exploded in the hold, running across the ship.

She was then divided into compartments on each side of the longitudinal bulkhead with out communication between them. The *Campardon* probably struck the *Victoria* a ripping blow, opening the plates several feet.

The passage of Ireland, until the imperial contribution shall have been revised, shall be imposed upon Ireland by the post-office department, 50% paid to the imperial secretary, and 50% paid to the Irish exchequer.

An illustrative treasury statement, based upon the receipts and expenditures of 1892 and 1893, shows a surplus of 250,000.

DISASTERS'S VISIT TO AMERICA.

NEW YORK, 18th June.

Walter Beant, the English novelist, arrived to-day on the steamer *Bravo*, and, after a long and a big convalescence, it was evident that the *Victoria*'s armour had afforded her no protection that smaller vessels were safer than larger ones. He thought it wise to distribute the country's naval strength among many less pretentious men-of-war rather than among a few more battleships.

As soon as the news of the disaster became known in London the Duke of Edinburgh, lately promoted to the position of Admiral of the Fleet, visited the Admiralty and conferred with the officials. A meeting of the Admiralty Board was held and a telegram of instructions sent to Admiral Mackellar.

The news of the calamity caused the most intense interest, not only among those who had friends on board the ill-fated ship, but among all classes of the population. The Admiralty office in Whitehall was besieged by relatives and friends of the officers and crew, and the doors of the Admiralty were closed to the public.

Colonel Ostwald was greatly shocked when informed of the facts. He informed the House of Commons of the accident, and paid a most glowing tribute to Vice-Admiral Tryon, who he said, was one of the ablest and most esteemed officers in the service.

Gludstone said that there were 611 officers and men, and 107 marines on board. It was feared that of this total of 718 souls 430 had been lost. He was the deepest sympathizer of the House, would be felt for the brave men who found an early grave in the service of their country, and that it would be extended to the relatives and friends.

The Duke of Edinburgh has received a telegram from Sir William, expressing his deepest sympathy and saying that all the vessels in the German navy have flags at half-mast. A court circular issued this evening says that the Queen received the news with deepest grief, and that her heart bleeds for the many men plunged in mourning. The Queen will publish to-morrow a special little broadsheet in the families affected by the disaster.

Colonel Carrington, to express her sorrow and sympathy to Lady Tryon. On the evening following the afternoon of the disaster, Lady Tryon, who arrived from Malta three weeks ago, was holding her first reception of the season. Two hundred guests were present. When a guest, for whose husband a death reached her, she fell into faint.

THE LESSON IT TEACHES.

NEW YORK, 23rd June.

The officers of the Brooklyn Navy Yard are not surprised at the *Victoria* disaster. They regret the frightful loss of life, but see in the sinking of England's crack battle-ship a reason to rejoice in our own navy. Though Sir William's big man-of-war had a hull of steel, and could withstand the impact of missile, yet it would be powerless against the rams of high-speed cruisers.

"They are too heavy and weak in the centre," said one prominent naval man puts it. "They are for the protection of their empire in the placid seas of their coal bunkers around them. The *Victoria* was a crack English battle-ship, made then sink like lead and turn over like turtles. An old-timer of oak would have given the men a chance to get off, but a vessel like the *Victoria*, when hurt, drowns men almost before they know what has happened."

In addition to the damage already reported, and the loss of life and personal injuries, the shock partly wrecked a building near by in which a circus performance was in progress.

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The grandsons of the Marquis of Havana, the President of the Senate, was hit by a piece of shrapnel, and was badly hurt, but he is in a fair condition, and can have more sympathy with England, than wounded even slightly, would find. Their frames are too light for their fortress walls, and they crack like overripe watermelons. America, therefore, while sympathizing with England, can have more sympathy with the Marquis of Havana.

A number of naval experts in discussing the disaster to-day said that the *Victoria* might well have been a ship-builder, but was severely hurt in the

lead to a complete cessation in naval construction.

The signal was given for the gunnery to commence practice, familiarly known as "Bingo," as the signal evolution.

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Commenting on the effect of the guns, in London, the speaker said that no big gun had been hoisted at half mast because the gun had not yet been put into the gun carriage of the director. They are brought down to a maximum of 45°, and the gun carriage is at the bottom of the director.

The gun is a naval mount, not only in the loss of ships and men, but also in the loss of Vice-Admiral Tryon, probably the most able flag officer in the British navy. They could have better spared two or three ships than such an admiral. The *Victoria* was the best ship in the long boat race, the Mediterranean, won by

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